



MEMORANDUM

To: Transportation Committee

From: CMAP staff

Date: November 2015

Re: Proposed projects to include in the next long-range plan

The next long-range regional plan is an opportunity to improve the definition and scope of transportation projects considered in the plan to best incorporate those that have regional impacts. Expanding the types of projects to be included can help ensure that policy makers have ready access to the best information possible to make cooperative, transparent, and prioritized investment decisions. Since this spring, the Transportation Committee (TC), CMAP Board, and MPO Policy Committee have all held discussions on alternative thresholds for projects to include in the next long-range plan. These conversations led to general, but not complete, consensus that a cost threshold should be used to help identify regionally significant projects and that some non-capacity or state of good repair projects should be included in the plan. Staff recommends moving forward with the thresholds proposed in this memo on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the TC in the spring on the thresholds' appropriateness.

Reconsidering Project Types included in the Long-Range Plan

CMAP currently defines "major capital projects" as capacity additions to the expressway system or comparable changes to the transit system, generally meaning a rail extension. However, this is a limited view of the region's transportation system. Projects that fall below the level of new capacity on expressways and rail lines clearly have important impacts on the region, and cumulatively they may well have a larger effect than the currently defined major capital projects. The narrowness of the definition does not fully capture the contributions and priorities of all of the region's transportation implementers. Likewise, since they are so few, the geographic distribution of major capital projects at the current threshold tends to be "lumpy" and can present a challenge in demonstrating that the entire region benefits from them. Lastly, specific investments are needed to achieve the plan indicators; to show progress on them, a larger set of project types would be helpful.

Furthermore, the CMAP Board's [guidance](#) resulting from its 2014 visioning session suggests a larger set of projects should be considered in the plan. Also, in its [2014 MPO certification review](#), the U.S. DOT recommended that the next plan include some non-capacity

improvements and in general base the threshold for inclusion of projects on their impact rather than their scope. For example, bus rapid transit (BRT) systems may have similar service characteristics and travel benefits to rail transit, while large reconstruction or vehicle purchase projects may have significant impacts even if they do not add capacity.

Proposal for Projects to Include in the Next Long-Range Plan

Given the discussion above, it is proposed that the next regional plan specifically list projects that:

1. Cost at least \$100 million and (a) change capacity on the National Highway System (NHS) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Cost at least \$250 million, regardless of the facility type or work type.

Candidate projects would be compared to the cost thresholds based on current dollars (any conversion to year-of-expenditure cost would be carried out by CMAP when necessary to meet federal rules). The entire project cost, not just the cost of the added capacity, would be used to determine whether the project is regionally significant. Since several smaller projects in a corridor can ultimately amount to a larger project, sponsors would be encouraged to consider the cost and scope of the entire build-out expected in the corridor over the time frame of the regional plan. Note that sponsors may also elect to have a program of similar projects considered if individual projects would not meet the proposed thresholds.

Projects that change capacity are those with **non-exempt TIP work types**, in other words those that are already considered under federal rules to demonstrate air quality conformity. The non-capacity projects that the certification review encouraged the plan to contain would be captured in the second threshold of \$250 million.

Conclusion

It is anticipated that these thresholds would be relatively simple to implement, would allow what is expected to be a reasonably sized universe of projects to be considered in the long-range plan, would meet CMAP Board direction in increasing the next plan's specificity with regard to transportation projects, and would address the recommendation in the U.S. DOT's certification review. Most importantly, the proposed thresholds should allow the plan to identify the most critical projects in the region and to focus resources on accomplishing them. While the projects in the TIP database that meet the thresholds provide some check on their reasonableness (see Appendix A), in order to be confident that these thresholds are appropriate for the next plan, staff recommends working with implementers over the next few months to develop an early list of projects that meet the thresholds, then reporting back to the TC in the spring on the thresholds' appropriateness.

Action requested: Discussion

Appendix A. Additional projects in TIP database meeting thresholds for consideration in next long-range plan.

During the GO TO 2040 update process, the following projects were evaluated for inclusion in the plan as fiscally constrained projects:

Project Name	Sponsor	Cost
Elgin O'Hare Western Access	Tollway	\$2,150,872,706
Jane Addams Tollway (I-90)	Tollway	\$1,265,000,000
IL 53/120 Tollway	Tollway	\$2,141,638,188
I-294/I-57 Interchange	Tollway	\$350,000,000
Elgin O'Hare Expressway Far West Extension	Tollway	\$235,000,000
Elgin O'Hare Expressway West Extension	Tollway	\$201,000,000
I-294 Central Tri-State Mobility Improvements	Tollway	\$1,040,000,000
I-55 Stevenson Express Toll Lanes	IDOT	\$400,000,000
I-290 Eisenhower Express Toll Lanes	IDOT	\$1,600,000,000
Illiana Expressway	IDOT	\$1,000,000,000
I-190 Access and Capacity Improvements	IDOT	\$375,000,000
Circle Interchange	IDOT	\$410,000,000
I-55 Add Lanes and Reconstr: I-80 to Coal City Rd.	IDOT	\$839,000,000
I-57 Add Lanes	IDOT	\$895,000,000
I-80 Add / Mgd Lanes - Ridge Road to US 30	IDOT	\$750,000,000
I-80 Managed Lanes - US 30 to I-294	IDOT	\$450,000,000
I-80 to I-55 Connector	IDOT	\$100,000,000
IL 394	IDOT	\$604,000,000
Red Line South Extension	CTA	\$1,700,000,000
North Red/Purple Modernization	CTA	\$4,200,000,000
Blue Line West Extension	CTA	\$2,573,000,000
Brown Line Extension	CTA	\$4,139,000,000
Circle Line South (Phase II)	CTA	\$1,000,000,000
Circle Line North (Phase III)	CTA	\$2,237,000,000
Orange Line Extension	CTA	\$498,000,000
Yellow Line Enhancements and Extension	CTA	\$294,000,000
Express Airport Train Service	CTA	\$1,800,000,000
UP Northwest Extension	Metra	\$584,000,000
SouthWest Service Improvements	Metra	\$1,025,000,000
UP North Improvements	Metra	\$447,000,000
UP West Improvements	Metra	\$524,000,000
Rock Island Improvements*	Metra	\$53,000,000
BNSF Extension	Metra	\$840,000,000
BNSF Improvements	Metra	\$447,000,000
Heritage Corridor Improvements	Metra	\$199,000,000
Metra Electric Improvements	Metra	\$447,000,000

Project Name	Sponsor	Cost
Metra Electric Extension	Metra	\$291,000,000
Milwaukee District North Extension	Metra	\$644,000,000
Milwaukee District North Improvements	Metra	\$130,000,000
Milwaukee District West Extension	Metra	\$422,000,000
Milwaukee District West Improvements	Metra	\$447,000,000
North Central Service Improvements	Metra	\$332,000,000
Rock Island Extension	Metra	\$317,000,000
SouthEast Service	Metra	\$830,000,000
SouthWest Extension	Metra	\$328,000,000
STAR Line	Metra	\$3,000,000,000
West Loop Transportation Center: Phase 1	CDOT	\$837,000,000
Central Area Transitway	CDOT	\$364,000,000
Mid-City Transitway	CDOT	\$1,600,000,000
West Loop Transportation Center: Phase 2	CDOT	\$2,094,000,000

In addition to these 50 projects, another seven projects were determined either not to be major capital projects according to the definition in use at that time, or further information suggested that the project was infeasible given other commitments or circumstances. These projects are discussed in the [GO TO 2040 update appendix on major capital projects](#).

Beyond these projects already considered in the regional plan, the following table includes additional projects in the TIP, including illustrative projects, as of summer 2015 that meet the proposed thresholds for the next plan. Note also that one project (Metra Rock Island Improvements) currently considered a major capital project would not meet the proposed thresholds.

#	TIP ID	Agency	Project / Location	All Work Types	Total with Illustrative
1	17-94-0008	Pace	Pace - Purchase/Replace Fixed Rte Buses	Replace Buses/Trains	\$274,856,000
2	18-08-1700	Metra	PURCHASE BI-LEVEL COMMUTER CARS	Replace Buses/Trains	\$586,501,000
3	18-10-0034	Metra	Work on Transit Communication; Work on Transit Signals	Work on Transit Communication; Work on Transit Signals	\$370,961,000
4	11-03-0018	McHenry County	CH V29 RANDALL RD FROM CH A46 ACKMAN RD TO COUNTY LINE RD	Add Lanes to Road; Improve Intersection	\$119,829,000
5	09-96-0017	Kane County	LONGMEADOW PKWY BRIDGE CORRIDOR FROM HUNTLEY RD IL 62	Build New Bridge; Build New Road	\$141,088,000

#	TIP ID	Agency	Project / Location	All Work Types	Total with Illustrative
6	09-96-0018	Kane County	STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD TO EAST OF DUNHAM RD	Build New Bridge; Build New Road	\$135,391,000
7	12-00-0035	Will County	CATON-BRUCE CORRIDOR FROM US 30 (WEST OF) TO IL 7 159th Street	Add Lanes to Road; Build New Bridge; Improve Overall Road Corridor	\$547,500,000
8	01-05-0012	IDOT	CREATE EAST-WEST CORRIDOR FROM ARGO INTERLOCKING TO CP509	Improve Rail Line;	\$372,359,000
9	01-05-0011	IDOT	CREATE WESTERN AVENUE CORRIDOR FROM KEDZIE INTERLOCKING TO THORNTON JUNCTION	Improve Rail Line;	\$253,988,000
10	04-05-0002	IDOT	CREATE BELTWAY CORRIDOR FROM KEDZIE INTERLOCKING TO THORNTON JUNCTION	Improve Rail Line	\$156,237,000
11	06-94-0001	IDOT	CENTRAL AVE FROM 63RD ST TO 87TH ST	Add Lanes to Road; Build New Bridge; Improve Overall Road Corridor	\$195,160,000
12	12-07-0005	IDOT	WEBER ROAD FROM 119TH ST (RODEO RD) TO 135TH ST (ROMEO RD)	Add Bi-directional Turn Lane; Add Lanes to Road; Reconstruct Interchange; Reconstruct Road; Resurface and Widen Road; Work on Curb and Gutters;	\$166,060,000
13	10-07-0001	IDOT	IL 60 IL 83 FROM IL 176 TO IL 60 IL 83 TOWNLIN ROAD	Add Lanes to Road; Reconstruct Intersection; Work on Curb and Gutters	\$152,448,000

#	TIP ID	Agency	Project / Location	All Work Types	Total with Illustrative
14	10-09-0147	IDOT	IL 83 MILWAUKEE AVE FROM PETITE LAKE RD IL 120 ILL 120	Add Lanes to Road	\$141,277,000
15	11-06-0018	IDOT	IL 47 FROM CHARLES RD US 14	Add Lanes to Road; Improve Intersection; Replace Bridge	\$138,750,000
16	11-00-0001	IDOT	IL 31 FRONT ST FROM IL 120 ELM ST IL 176	Add Lanes to Road; Improve Intersection	\$134,462,000
17	10-09-0024	IDOT	IL 131 GREEN BAY ROAD FROM RUSSELL ROAD TO SUNSET AVENUE	Add Bi-directional Turn Lane; Add Lanes to Road; Add Traffic Signals to Several Intersections; Resurface and Widen Road; Resurface Road;	\$134,369,000
18	11-07-0014	IDOT	IL 47 EASTWOOD DRIVE FROM US 14 NORTHWEST HWY TO REED ROAD	Add Lanes to Road; Reconstruct and Widen Road; Reconstruct Intersection; Replace Bridge	\$128,364,000
19	05-06-0016	IDOT	IL 43 HARLEM AVE FROM BNSF RR	Railroad Grade Separation	\$117,500,000
20	10-02-0013	IDOT	US 45 MILWAUKEE AVE FROM IL 60 TOWNLINE RD IL 22	Add Lanes to Road	\$116,590,000
21	11-00-0201	IDOT	IL 31 ALGONQUIN BYPASS FROM NORTH OF RAKOW RD TO HUNTINGTON AVE / IL RT 31	Add Lanes to Road; Build New Bridge; Build New Interchange; Build New Road;	\$112,972,000
22	16-15-0005	CTA	CTA -132.056 Purchase Rail Cars - 7000's (Base Order 400 Cars)	Replace Buses/Trains	\$880,000,000
23	16-98-0015	CTA	CTA - 181.500 INFRASTRUCTURE SAFETY & RENEWAL	Maintain Rail Line	\$834,771,000
24	16-96-0061	CTA	CTA 031.054 REPLACE BUSES	Replace Buses/Trains	\$490,737,000

#	TIP ID	Agency	Project / Location	All Work Types	Total with Illustrative
25	16-02-0004	CTA	CTA - 141.273 RECONSTRUCT RAIL STATIONS	Maintain Rail Line	\$489,214,000
26	16-14-0007	CTA	CTA – Your New Blue - Blue Line O’Hare Branch between the Grand and O’Hare stations Project 12.5-mile stretch AT	Improve Disability Access to Facility; Improve Rail Line; Modernize Rail Station; Upgrade Traffic Signals	\$408,714,000
27	16-99-0002	CTA	CTA - 073.500 Improve Facilities	Maintain Multi-Modal Center	\$367,650,000
28	16-00-0006	CTA	CTA - 022.903 RAIL CAR OVERHAUL & MIDLIFE	Rehabilitate Buses/Trains	\$273,722,000
29	16-00-0030	CTA	CTA - 121.500 REPL/UPGRADE DISTRIB&SIGNAL	Work on Transit Power	\$253,988,000
30	01-00-0059	CDOT	WACKER DR (NORTH/SOUTH) FROM RANDOLPH ST TO CONGRESS PKWY	Improve Pedestrian Facility; Reconfigure Bridge	\$436,706,000